

January 9, 1918

THE ILLUSTRATED WAR NEWS,
JANUARY 16, 1918.

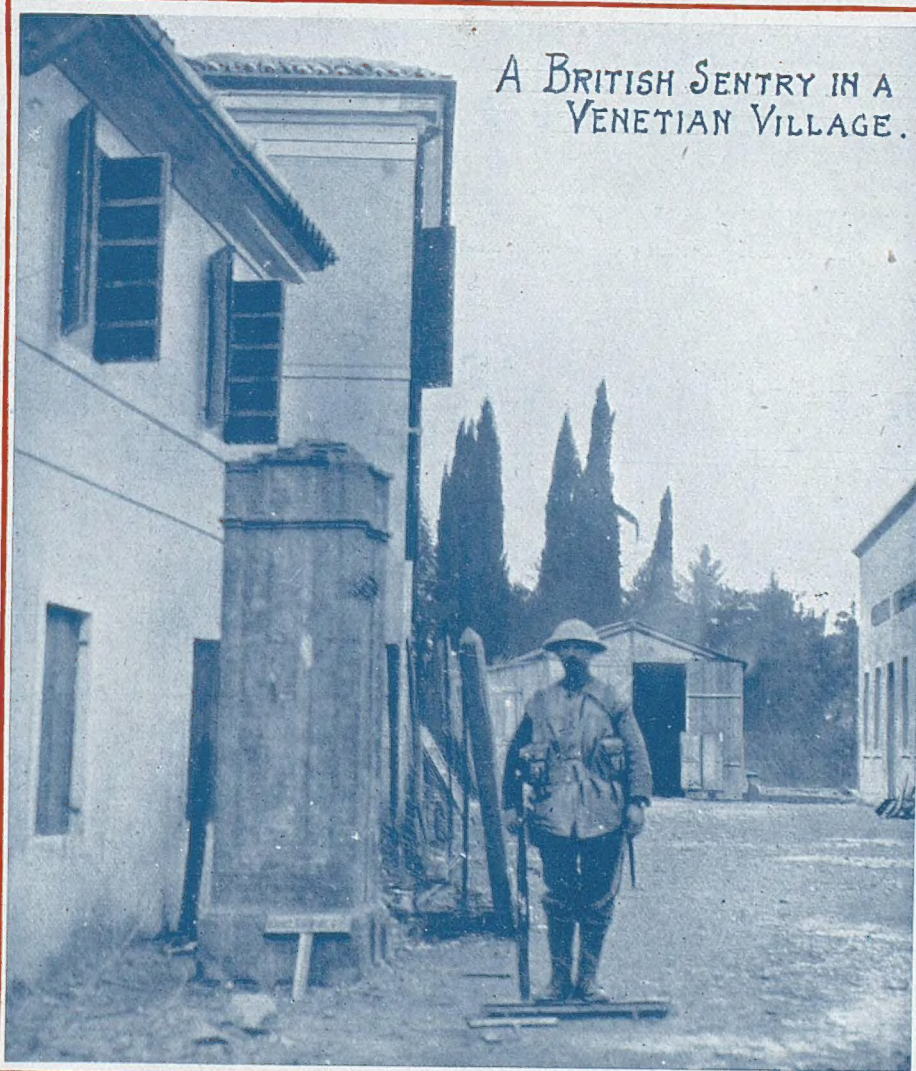
EACH NUMBER COMPLETE IN ITSELF.

New Series. — PART 84

THE ILLUSTRATED

9^d

WAR NEWS



A BRITISH SENTRY IN A
VENETIAN VILLAGE.



PRICE NINEPENCE: BY INLAND POST, 9^d.

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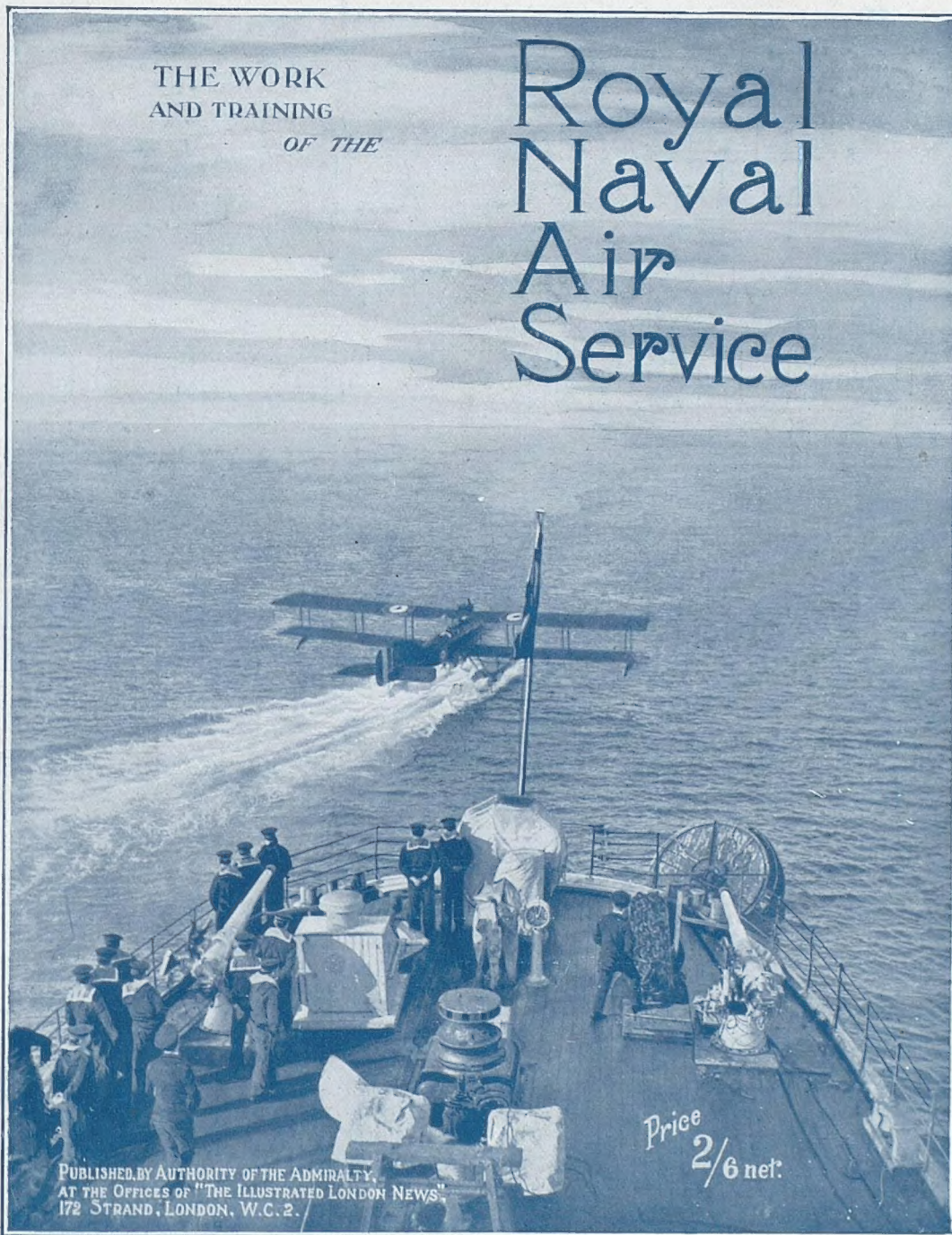
[Part 84
New Series]—III

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Jan. 9, 1918

El Balua by the Royal
captures were 750 prisoners,
the enemy dead numbered
it was won by the London
unties Yeomen, the Irish,
operation finally made
the last shots of the combat
inaudible in the Holy City,
the clearance of Palestine is
only a matter of the victor's
of time and opportunity.
operation was carried out in
weather, and over ground
made transport work
nely arduous.

Home politics there was
talk of the food and man-
r questions. In addition to
shortages, a deficiency in
showed itself, and the ex-
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the general public, but of
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Controller decreed that
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nce could know no turning
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ES IN THE FOREGROUND :
S.—[Official Photograph.]

against which she is struggling.
similar strain, emphasised
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e peace. LONDON: JAN. 5, 1918.

The Illustrated War News



ON FOOT, ACCOMPANIED BY REPRESENTATIVES OF THE ALLIES, WITH THE LEAST POSSIBLE
MILITARY PARADE: GENERAL ALLENBY ENTERING JERUSALEM.

Official Photograph.

THE GREAT WAR.

WAR-AIMS DEFINED—POLITICIANS ACTIVE—LOCAL FIGHTING IN BLIZZARDS—AIR ATTACKS ON ENEMY CENTRES—HAIG'S 1917 REVIEW—ITALY'S RISING HOPES.

A PERIOD of comparative quiet in the field, where the weather reduced fighting to the smallest dimensions, was marked by important political movements.

Mr. Lloyd George's address to the trade unions assembled to discuss the Man-Power problem cleared the air more hopefully than any former speech. At last the country and the Allies heard something like a definite pronouncement upon our war aims. Lapse of time and the conflict of circumstances had veiled these in many obscurities, and all parties were increasingly desirous of a detailed statement. Ever since the war began too little stress has been laid upon the main point of importance for the people of these islands. From the outset, while many fine words were spoken about national honour and the defence of smaller nations, the fact that Germany threatens our

national existence, and means to end it if possible, never received sufficient prominence. It is the argument which above all others is calculated to nerve the masses to a unanimous resolve. There are still, it is to be feared, thousands of citizens who believe that we are fighting other people's battles rather than our own. The result is lukewarmness, and a ready opening for pacifist doctrine. Most rightly and wisely, the Prime Minister

put "self-defence" first among the reasons for our entry into the struggle. He did not enlarge upon the point as he might have done, and he

passed quickly to the general aspect of the question for Europe; but the whole tone of his speech was calculated to remove many misunderstandings. He disposed categorically of the German lie that this is, on our part, a war of aggression. It is to re-establish the sanctity of treaties, to break military tyranny, to ensure reparation, to secure a territorial settlement with the consent of the governed, to limit the burden of armaments, and to diminish the probability of future war. The Prime Minister's statement was received with enthusiastic approval by all the Allies. In his Message to Congress, President Wilson

endorsed and enlarged Mr. Lloyd George's words. The President's Fourteen Articles are the irreducible minimum of a stable peace, the only basis of a world "made safe for democracy." British Labour leaders have welcomed the President's views, and on all sides these pronouncements of the New Year seem to promise a fruitful unanimity.

On the Western front the snow-

storm, increasing to blizzard violence, made all but local fighting impossible. East of Bullecourt a small party of the enemy captured a sap



KEEPING UP COMMUNICATION IN FRANCE: REPLACING A TELEGRAPH LINE BROUGHT DOWN BY HEAVY SNOWFALL.—[Official Photograph.]



THANKS TO THE GERMANS: THE HOTEL OF ST. ALTENBERG IN ALSACE, RUINED.—[French Official Photograph.]

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to blizzard violence, made all impossible. East of Bullecourt the enemy captured a sap

in the Hindenburg Line and occupied it for a few hours. Next day, however, the position was retaken. A few sporadic raids and occasional artillery fire were the only incidents of trench warfare on the 7th. On the 8th, a flame attack gave the Germans a temporary success east of Bullecourt. A gas-barrage was used in preparation, and the Germans, vigorously bombing their way in, seized a portion of a trench. An immediate counter-attack partially restored the situation, and then came a lull. A few hours later, in the midst of a blizzard, the British tried again, and drove the enemy clean out of the position. Similar fighting took place on the 9th north of the Ypres-Staden railway. Again a portion of a trench was entered, only to be lost again by the enemy. South of Lens the Canadians

inconvenienced by the storms than any other arm of the service. Aerodromes and railway stations were again vigorously bombed, hutments attacked, and factories damaged. The chief objectives were Ledeghem, Gontrode, Maizières-les-Metz, Woippy, St. Privat, Rameguies, Conflans, and Courcelles. The aniline works at Ludwigshafen, the station at Freiburg-Breisgau, the aerodrome of Neu-Breisach, south-east of Colmar, and the factories of Rombach and Hagendingem, near Metz, were also bombarded by the French airmen with many tons of explosives. Aerial combats were frequent, and six hostile machines were driven down. Enemy troops were subjected to aerial machine-gun fire on several occasions.

Sir Douglas Haig, in his review of the campaign on the Western Front during 1917, brought



IN THE ADVANCED LINES ON THE WESTERN FRONT: GAS-MASK PARADE, TO MAKE SURE THAT ALL THE MASKS ARE WORKING WELL.—[Official Photograph.]

captured two machine-guns during a local raid. Except for some gun-fire north-east of Ypres and at several points south of the Scarpe, the rest of the day was uneventful. On the 10th there was slight hostile gun-fire near Gonnelieu, and heavier activity later south of Bullecourt, west of Lens, and east of Ypres. London and Rifle regiments raided enemy trenches at three separate points south-east of Ypres, capturing a few prisoners and two machine-guns. Aeroplanes attacked enemy billets and trenches, and brought down four hostile machines.

The appointment of a new German Generalissimo, Marshal von Woyrsch, is spoken of for the grand onset.

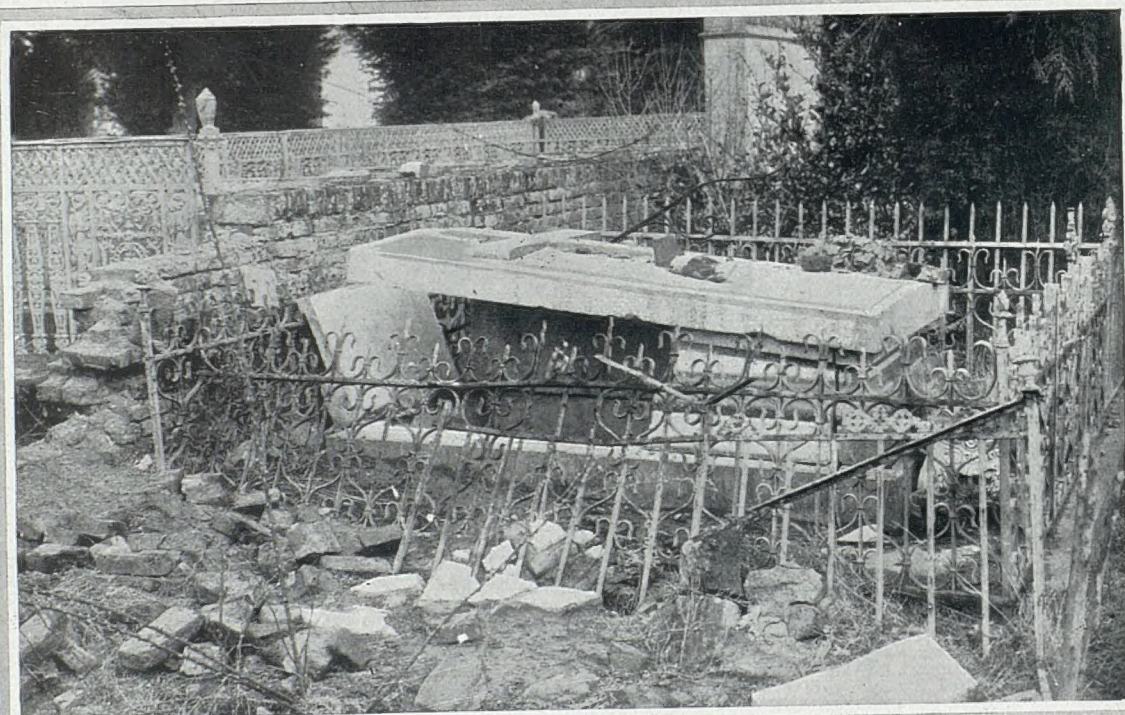
All through the period in question, as often as the weather permitted, our airmen were constantly at work. They were, in fact, less

his record up to, but not including, the battle of Cambrai. It is a document to which there has been no exact parallel since the war began, for it is not a despatch giving minute details of fighting, but an explanation of plans. The public is, to a certain extent, taken into the Field-Marshal's confidence. He reveals a few secrets of the prison-house. In substance, the review is an exposition of the way in which the Allied Commanders work together. It also gives the reason why the expectations of last year were not realised. Sir Douglas Haig's original intention was to nullify the German salient between Bapaume and Arras, to capture Vimy Ridge, and then turn his attention to Flanders, where he proposed to push east and north-east of Ypres. This scheme was, however, set aside in favour of another put forward by General Nivelle, who

desired to make a vigorous offensive on the Aisne and in Champagne. Hence the British took over a further portion of the French line, in order to free more of our Allies' troops for the offensive. The French attack was to be supported by the British attack at Arras. The Arras and Vimy operations succeeded at once; the French proved more tedious. Fearful weather hindered all the movements, and the Flanders project was tackled a month too late. The weather conditions did not improve, and although wonders were done, even in that terrible August, the campaign had to be left indecisive. The Italian and the Russian misfortunes prevented the delivery of simultaneous blows which were an essential part of the plan. The Commander-in-Chief neither offers nor implies

French pierced a front of nearly a mile, wrecking defences and shelters, and capturing 178 prisoners in the trenches. During the period the French aviators, as already noted, were active, and accomplished a great deal of useful work. On the 10th the French repulsed an enemy raid on small posts in the forest of Coucy. There was artillery fire near Vauxaillon, but elsewhere along the whole front all was quiet.

"Harassing fire along the whole front" was reported from Italy on both sides. Italian and enemy airmen were intensely active in reconnaissance; and Austro-German patrols made various attempts without success between the Brenta and the Piave. On the Lower Piave, near the sea, light artillery and machine-gun fire was frequent.



THE ROBBERY OF FRENCH DEAD: ONE OF THE GRAVES AT ROZE OPENED AND DESTROYED BY THE GERMANS.
Canadian War Records.

criticism. He merely states facts. The change of scheme was approved by an Allied Conference. Collective bodies, like individual Generals, must abide by the results of their own decisions.

France was much moved by Mr. Lloyd George's declaration that we stand by her "to the death" for the recovery of Alsace-Lorraine. The Prime Minister's words, addressed in public directly to M. Albert Thomas, made a deep impression, and drew a cordial response from the pen of M. Clemenceau. In these days the French Press, like our own, has had little to report from the field. Gun-duels in Champagne and around Verdun, north of St. Quentin and in Upper Alsace, began the week, and minor raids occupied the infantry. One of the latter, however, on a considerable scale, was carried out in the Woivre on Jan. 8. The locality was Seicheprez, east of St. Mihiel. The

General Diaz speaks of a great improvement in the whole situation, and mentions with admiration the quality and work of the British troops in Italy. They hold, he says, "a post of honour"—that angle of the Italian front where the river meets the mountains. A British battalion has added to its laurels by wading waist-deep across the icy Piave, with full equipment and all accessories, including hospital appliances. The river was in flood, and the men had only the support of a rope to save them from being swept away. On Jan. 10, gun-fire became violent east of the Brenta; reconnaissance parties took prisoners west of Canove del Sotto, where enemy fire continued vigorous in reprisal. Hostile working parties were dispersed, and trench-mortars silenced. Padua, despite the Pope's protests, was again bombed.

LONDON: JAN 12, 1918.



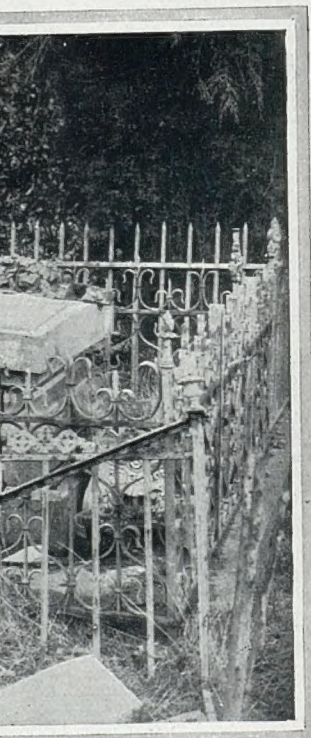
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Jan. 16, 1918

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DESTROYED BY THE GERMANS.

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LONDON: JAN 12, 1918.

Jan. 16, 1918

THE ILLUSTRATED WAR NEWS.

[Part 84
New Series]—5

On the British Western front.



MANCHESTERS COMING FROM THE BATTLE-LINE; HIGHLANDERS LOADING UP FOR THE TRENCHES.

The clean-swept, level, well-made road with its sides edged like a gangway, and with longitudinal planking, along which men of one of the battalions of the Manchester Regiment are seen moving, exemplifies the neatness and thoroughness with which the various construction corps and pioneers of the Army do their work. It is, as the surroundings show at a glance, one of our battlefield roads—now under

snow. In the second illustration, men of a Highland battalion, carrying their full packs, are seen going back to the trenches from rest-billets. As illustrations in other issues have shown, there is a regular service of large motor-vehicles of various kinds constantly in employment, for the purpose of carrying troops on relief and returning to duty between the trenches and rest-camps and billets.—[Official Photographs.]

With the British on the Western front.



BY THE WAY: DRINKING HEALTHS TO FOLKS AT HOME; TRAPPED IN A DITCH DURING THE SNOW.

In the upper illustration a scene is witnessed which, it may be taken for certain, had counterparts all over the Western Front wherever British soldiers met off duty, whether at Christmastime or at the New Year. And there was probably not a home in England—certainly none whence any of its sons had gone forth and were at the front—in which the toast of the absent ones was not duly honoured at

the same time. The second illustration shows an incident of another kind, also by the wayside: a temporary mishap to a big transport-lorry which had run off the road into the ditch concealed under a thick layer of snow at the time. It was at work again, however, before long, and none the worse, it is stated, for its mishap, a tribute to the strong build of the vehicles our factories send out.—[Official Photographs.]



LOCUM

A goat is the as is well known. The puppy seen in the Welsh Fusiliers have been with was recorded in

Jan. 16, 1918

front.



A DITCH DURING THE SNOW.

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stories send out. —[Official Photographs.]

Jan. 16, 1918

THE ILLUSTRATED WAR NEWS.

[Part 84
New Series]—7.

One of Our Western front Dogs of War.



LOCUM TENENS FOR THE GOAT: A PUPPY MASCOT IN A ROYAL WELSH FUSILIERS' BATTALION.

A goat is the traditional regimental pet of the Royal Welsh Fusiliers, as is well known, and the same is the case with other Welsh regiments. The puppy seen here is a mascot in one of the battalions of the Royal Welsh Fusiliers. Regimental goats of the Royal Welsh Fusiliers have been with battalions of the regiment in the war. One, at least, was recorded in a correspondent's letter to have died on service. The

Sovereign usually presents the first and second "regular" battalions of the regiment with its goats. During the war people in Wales have also presented goats to some battalions. A goat has been the official regimental "mascot" of the Royal Welsh Fusiliers ever since the time of George the Second, but how the first came to be adopted is unknown.—[Official Photograph.]

With the British Cavalry on the Western Front.



WITHIN THE BATTLE-AREA: A STABLE IN A SHELL-SHATTERED SHANTY; CUTTING UP FODDER.

During the long-drawn-out trench-warfare of the first two years of the war, the greater number of the horses of our cavalry on the Western Front were, during the winters, stabled in camps and cantonments well in rear of the fighting-line. Many of their riders, meanwhile, were serving in the fire-trenches. Our shortage of men to withstand the incessant heavy mass-attacks of the Germans compelled the putting

of every available soldier into the firing-line. Nowadays, with the New Army in the field, the cavalry have been moved up and have, as we know, begun to take their part. The horses find quarters in ruined villages within the present battle-area. Weathertight accommodation is not to be had. Walls and roofs that let in a certain quantity of snow and the wind are better than the open air just now.—[Official Photos.]

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Jan. 16, 1918

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Jan. 16, 1918

THE ILLUSTRATED WAR NEWS.

[Part 84
New Series]—9

With the British Cavalry on the Western front.



IN THE BATTLE-AREA: A CAVALRY CHARGER SINCE MONS; SHOEING HORSES UNDER FIRE.

Recently a story was told that there was, at a certain place on the Western Front, an artillery team, the horses of which had come unscathed all through the war, to the present time. Here we see a cavalry horse with a record to match. "Billy," as the charger shown in the upper illustration is named, has been all through the three years and a-half of the war to the present month of January, as it is stated,

without a scratch. The lower illustration shows a cavalry shoeing-smith working in the open amidst the snow at a place, as a note on the photograph states, "where shells fall." It suggests how our cavalry are close up to the battle-line, ready for a break-through. Some, as we know, Dragoon Guards, Dragoons, Hussars, and Lancers, in squadrons or troops, were in the field at Cambrai.—[Official Photos.]

Incidents on the Western front.



CAMERA NOTES BY THE WAY: PASSING THE TIME ON THE ICE; DUG-OUT MAKING.

Describing the state of things along the British Western Front during the first week of January, Mr. Philip Gibbs, in a letter from the War-Correspondents' Headquarters, says this of the general weather and climatic condition of standstill *pro tem.*: "On the ground, war has called a truce because of the snow, except for bursts of artillery fire on both sides, as a demonstration of the mighty power of destruction

which is waiting there on our side and theirs for the call to battle when the spring comes. But this fall of snow means a longer respite. Nature has arranged an armistice in her white palace of peace, and the fighting men are standing to and waiting with their rifles ready, but inactive." Meanwhile, men on duty are occupied as in the upper illustration, some off duty as before.—[Official Photographs.]

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Jan. 16, 1918

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ICE; DUG-OUT MAKING.

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Jan. 16, 1918

THE ILLUSTRATED WAR NEWS.

[Part 84]
[New Series]—11

Incidents on the Western front.



CAMERA NOTES BY THE WAY: THE "BELLE OF ARQUES" ON DUTY; RATIONS IN THE TRENCHES.

As in England, so in France, a large number of young Frenchwomen are doing Army work of what may be termed an active field-service type, in order to set free for duty in the battle-line the men who would otherwise be employed on the various duties. A case of the kind is shown in the upper illustration. "The Belle of Arques" is the young Frenchwoman's sobriquet, and her duty is to control the barge

traffic on the canal at Arques, and the road traffic over the canal bridge. She is seen with raised hand, in policeman's style, stopping a motor-lorry on the approach to the canal bridge before the bridge is closed in order to be raised and allow barges on the canal to pass through. Arques, it may be mentioned, is a small town in the department of the Pas de Calais not far from St. Omer.



"In This Hallowed Spot . . . there was No Great Pageantry



"AT THE BASE OF THE TOWER OF DAVID, WHICH WAS STANDING WHEN CHRIST
Describing the British entry into Jerusalem, Mr. W. T. Massey, who was present, writes: "In this hallowed spot, where
the Saviour's teaching of peace on earth and goodwill towards men was spread through the world, there was no great pageantry
of arms. . . . General Allenby entered the city on foot. . . . On the steps at the base of the Tower of David, which was

IN JERUSALEM, THE
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. there was No Great Pageantry": General Allenby's Entry into Jerusalem.



WHICH WAS STANDING WHEN CHRIST
present, writes: "In this hallowed spot, where
through the world, there was no great pageantry
at the base of the Tower of David, which was

IN JERUSALEM, THE PROCLAMATION OF MILITARY LAW WAS READ": THE CEREMONY.

standing when Christ was in Jerusalem, the Proclamation of Military Law was read. . . . The terms of the Proclamation,
which promise that every person shall be able to pursue his lawful business without interruption, and that every sacred building,
. . . or customary place of prayer, whether Christian, Hebrew, or Moslem, will be protected, made a deep impression."—[Official Photo.]

ROMANCES OF THE REGIMENTS: LXXXIV.—THE PRINCE OF WALES'S OWN.

"A FINE SET OF BOYS."

THE old 14th (the Prince of Wales's Own), West Yorkshire Regiment, remembers with especial affection Lieutenant-Colonel Tidy, who was not only popular as a man, but did his corps yeoman service on a notable occasion. But for his readiness, pertinacity, and address, the 14th would have been deprived of its share in Waterloo. It had already a fine history behind it, and had won fame in the Peninsular War, as well as in the campaigns of the eighteenth century and the latter part of the seventeenth; but an accident of recruiting made the 3rd Battalion, which arrived in Brussels in 1815, a somewhat dubious quantity in the eyes of the authorities. The Battalion had only recently been raised

from among the Buckinghamshire farm-lads, and the greater portion of the unit was under twenty years of age. Very few of their officers were over twenty. Most of the rank and file were not long from the plough, and were called "the Peasants," also "the Bucks," from their native county. In spite of their youth, however, they were not wholly untrained, and what they may have lacked in polish they made up in spirit. When they reached Belgium for the Waterloo campaign every lad of them was eager to be at the enemy, and the battalion paraded full of hope

for its final inspection on the square of Brussels.

But a damper was in store for the 14th. The inspecting officer was an old General Mackenzie, who no sooner set eyes on the parade than he called out "Well, I never saw such a set of boys,

both officers and men." This did not please Colonel Tidy at all, and he asked General Mackenzie to modify the expression. The General ingeniously altered his phrase to "Well, I have called you boys, and boys you are; but let me say I never saw so fine a set of boys, both officers and men."

This was so far a compliment, and was accepted as such. It was an acknowledgment that the 14th, for all its youth,

had points. Its youth, to be sure, was only relative and accidental, for the regiment was

first formed in 1685. Its record was long and honourable. That might be, but the fact remained it was at the moment a body of unseasoned youngsters. Mackenzie shook his head. He did not consider himself justified in passing the unit for active service. Accordingly, he announced that it would march off the ground forthwith and

join a brigade then in course of formation to garrison Antwerp. This was very flat news indeed. Colonel Tidy liked it less and less. He had his orders to march, but he was not

Continued overleaf



THE BRITISH MILITARY PIGEON-SERVICE ON THE WESTERN FRONT: "WIRELESS"—A VERY CLEVER BIRD.

British Official Photograph.



THE BRITISH MILITARY PIGEON-SERVICE ON THE WESTERN FRONT: "SWIFT"—AN EVER-RELIABLE BIRD.—[*British Official Photograph.*]



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o march, but he was not

Continued overleaf

Winter Campaign Bridging on the french front.



ON AN UPPER REACH OF THE AISNE: BRIDGE-BUILDING AT NIGHT WITH SEARCHLIGHTS AND FLARES.

The building of extra military bridges across the rivers in Northern France is of prime importance for a winter campaign. In most winters the rivers become ice-bound. New bridges at new points of crossing are also always being required for linking the new roads continually being made, where previously no roads existed. The general east-to-west direction in which the Aisne runs for great part

of its course within the war-area, makes the bridging of it at new places a necessity of the war. As seen, bridge-building by the French military engineers goes on by night as well as by day, in spite of bomb-dropping raids by enemy airmen attracted to the localities by the glare of the searchlight and working-party flares.—[French Official Photograph.]

taking any. He was determined to save his corps if possible, and he stood reflecting, at the peril of insubordination.

Luck was in his favour. Just at that moment who should happen to pass by but Lord Hill, who knew the 14th—if not in their present personnel at least in their corporate reputation. The Colonel called out to him, "My Lord, were you satisfied with the behaviour of the 14th at Corunna?" There they had been attached to Hill's Brigade, which was left to cover the embarkation of Sir John Moore's gallant but hard-pressed force, and held on, keeping watch-fires burning to deceive the enemy until all had got safely on board the transports. Hill remembered them well. In reply to Tidy's question "Were you satisfied?" he at once said "Of course I was; but why do you ask?" "Because," returned Colonel Tidy, "I am sure your Lordship will save this fine regiment from the disgrace of garrison duty."

Lord Hill was not slow to take in the situation. Again luck was with the 14th, for the Duke of Wellington's quarters overlooked the square where the Battalion was paraded. The Commander-in-Chief had only that day arrived in Brussels. Hill lost no time in going up to the Duke's room. He explained the case, and brought Wellington to the window to have a look at the regiment. The Duke in-

decision and ordered the 14th to attach itself permanently to Lord Hill's Brigade. Tidy was proud and pleased. He closed the incident with a dramatic touch, never forgotten by those who witnessed it, and recorded vividly by Lord Albemarle in his memoirs.

All the circumstances of the affair had made



NEAR RHEIMS: A PHOTOGRAPHER OF THE FRENCH ARMY PHOTOGRAPHIC SECTION WITH HIS CINEMATOGRAPH FIXED TO A FLYING MACHINE.—[French Official Photograph.]



WITH GAS-MASK AND STEEL HELMET: A KNIFE-GRINDER IN RHEIMS.

French Official Photograph.

spected them, and was more favourably impressed than General Mackenzie had been—so favourably, in fact, that he overruled that officer's

for the dramatic. Hill's opportune appearance and the Duke's arrival gave the "long arm of coincidence" a chance in reality which fiction would fear to employ. Then a fussy Staff officer inadvertently gave the cue for the last touch of the movingly picturesque. This officer had not heard that Wellington had countermanded Mackenzie's order, and he did not approve of Colonel Tidy's lingering on the parade-ground. He went up to him accordingly, and said sententiously, "Sir, your brigade is waiting for you. Be pleased to march off your men." Tidy's temper flared up. Lord Albemarle thus describes what followed—

"'Ay, ay, Sir,' was the rough reply; and with a look of defiance my Colonel gave the significant word of command: 'Fourteenth, TO THE FRONT—quick march!'"

To the front, therefore, the 14th went in due time, and on June 18, 1815, they underwent a fearful ordeal of artillery fire

all day, but their square stood unbroken. The peasant lads had nobly vindicated their Colonel's confidence.



AWARDED

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Heroines of Home Service: Plucky Telephonists.



AWARDED MEDALS: GIRLS WHO CONTINUED AT THEIR POSTS DURING TIMES OF DANGER.

The Medal of the new Order of the British Empire has been awarded to a number of girl telephone-operators who stuck to their work with a courage and coolness entirely admirable, during the progress of air-raids. The post of duty is the post of honour, and never more so than when it involves no little personal risk. Our photographs are of: (1) Miss Mabel Eleanor Clarke, who displayed great courage and

devotion to duty during air-raids; (2) Miss Bertha Florence Easter, to whom the Medal has been awarded for a similar reason; (3) Miss Florence Mary Cass, who displayed great courage and devotion to duty while in charge of a telephone exchange during a serious explosion at a neighbouring munition works; (4) Miss Lillian Ada Bostock, who displayed great courage during air-raids.—[Photos by Illus. Bureau.]

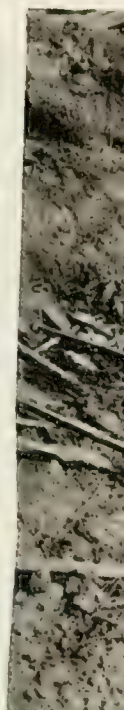
Amidst the Snows on the french Vosges front.



WINTER CAMPAIGNING: GOING TO OUTPOSTS ALONG A MOUNTAIN ROAD; SLEIGH TRANSPORT.

The Vosges uplands form one of the coldest districts of France every winter. In the present very severe winter, the weather there has been more intensely cold than usual, and also set in earlier—in November. Snow has covered the ground on the wooded ridges and in the valleys of the Vosges for the past eight weeks, but, with the experience of the two previous winter campaigns of the war to guide them,

the French mountain outpost and transport arrangements have worked with clockwork precision and smoothness. An intricate system of light railways enables stores to be taken as high up the mountain slopes as the gradients allow, and beyond that trains of horse, mule, pony, and dog sleighs carry on to posts higher up.—[Photos. by Illustrations Bureau.]



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Vosges front.



N ROAD; SLEIGH TRANSPORT.

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On the British Western front.



BY A BATTLEFIELD: NEW ZEALANDER R.E. IN A MINE-CRATER; A SHELL-HOLE GUN-PIT.

Two gaping mine-craters, close together, are seen in the upper illustration. A side view into the depths of one is seen to the right. On the left, a party of New Zealander R.E. are seen sitting about on the slope leading down into the chasm of the other, half-filled with water, during a tour of work near by. In the lower illustration, a field-gun is seen in a shell-hole on the edge of a battlefield, which the gunners

have had the luck to find available for use as a gun-pit. The cavity, after being hastily flattened sufficiently at the bottom for the wheels to stand steady and level, affords shelter for the gunners up to their waists, while the gun can fire at surface level. To the left, another gun of the battery, not so lucky, is in action in the open.—[New Zealand Official Photographs.]



New Days in the City of the "Arabian Nights": British-In



WHERE A NEW TURKISH ROAD MADE TO COMMEMORATE THE FALL OF KUT AND THE PASSED PASSAGE FOR

The buildings seen in the background were thus partly demolished by the Turks, before quitting Baghdad, for the construction of the new road. In this connection it is interesting to recall a passage in Mr. Edmund Candler's account of the British entry into Baghdad on its capture, although we cannot vouch that the road here shown is the same one to which he refers. "Khalil Pasha Street," he writes, "received the name built to memorise our

the "Arabian Nights": British-Indian Troops Marching through Baghdad.



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DED PASSAGE FOR THE BRITISH ENTRY: AN ANGLO-INDIAN COLUMN IN BAGHDAD.

"Pasha Street," he writes (quoting the words of a British officer), "through which we rode, the only broad thoroughfare in the city, received the name of the local Hindenburg, in commemoration of the fall of Kut. By a stroke of irony, the road that was built to memorise our reverse at Kut was completed just in time to afford us a passage through Baghdad."—[Photograph by C.N.]



A "Little War" within the Great War: A Successful Frontier Ca



THE LAST MAHSUD CAMPAIGN ON THE NORTH-WEST FRONTIER OF INDIA

Since the Turks joined the Central Powers there has been some "unrest" on the Indian frontier, which might have spread all along the border but for the loyalty of the Amir of Afghanistan. German agents stirred up the lesser tribes, and our troops were kept busy for two years repelling raids. They did many heroic deeds, which, owing to the greater conflict in

BUCKET-SUPPORTS OF

Europe, have been too character of the count to floods, they are dan

War: A Successful Frontier Campaign among the Mountains of India.



THE NORTH-WEST FRONTIER OF INDIA

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PICKET-SUPPORTS OF A BRITISH FORCE RESTING IN THE SHAHUR TANGI.

Europe, have been too little noticed by the public at home. The photographs on this and the succeeding pages show the difficult
character of the country in which the campaign took place. The *tangis*, or dry river-beds, form the only roads; and, being liable
to floods, they are dangerous, and necessitate the utmost care on the lines of communications.—[Photograph by Sport and General.]

The first Aeroplane Seen in Waziristan.



THE MAHSUD CAMPAIGN: BACK TO THE BASE ON ITS CONCLUSION; A BRITISH AEROPLANE.

The use of aircraft in the last Mahsud campaign (also illustrated on the pages preceding and following) was a novelty in Indian frontier fighting. The machine shown in the lower photograph was the first aeroplane to land in Waziristan within the knowledge of man. Here, as elsewhere, air-scouting proved of immense value. Mr. Frederic Villiers, the well-known war-artist, writing before the cam-

paign's successful conclusion, says: "What with our excellent service of aeroplanes, live wire, and Jangis (a native name for armoured cars), the tribesmen are a bit rattled, but they are a brave, dauntless lot of savages. Sometimes they put up a good fight with the aeroplanes, for a few have come home with their wings peppered; but they are getting afraid of the Jangi."—[Photos. by Sport and General.]



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A BRITISH AEROPLANE.

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fighting the Mahsuds on the Indian frontier.



THROUGH A ROCKY GORGE OF THE INDIAN FRONTIER: A MULE-CONVOY GOING TO NAIDERI KACH.

In a recently published despatch, General Sir Charles Monro, Com-
mander-in-Chief in India, described the hill-fighting against the Mahsuds
and the Mohmands on the North-West Frontier. "On March 2, 1917,"
he writes, "a Mahsud gathering of some 2000 men advanced on the
post of Sarwekai, in South Waziristan. A part of the garrison . . .
moved out and engaged the enemy. . . . A skirmish ensued. . . .

Major Hughes was killed while gallantly leading his men, and the
Militia withdrew to the post, which the enemy surrounded. The
Deraajat Movable Column, under Brigadier-General G. M. Baldwin,
. . . relieved Sarwekai on March 9, the enemy withdrawing to the
vicinity of Barwand. The enemy encampments at Barwand were
burnt, and the tribesmen dispersed."—[Photos. by Sport and General.]

THE NEW WARRIORS: XV.—A KNIGHT OF CHLORIDE OF LIME.

THE M.O. had talked of and even shown quite a number of the miracles performed offhand in his hospital. It was a giant hospital, the largest of its kind, and practically every case that passed through its immense wards came under the surgeon's knife. Quite a number of these cases should have been hopeless—not long ago they would undoubtedly have been hopeless. Now they were not—emphatically they were not; the only hopeless thing in that hospital was the word "hopeless."

The M.O. showed details and radiographs (I think he called them raddigraphs) of many marvellous and delicate operations—bones riveted together, sundered nerves joined . . . a hundred things, some intensely technical, all amazing. He was rather proud of it all, and we thought he had just reason.

We bolstered his legitimate pride with praise. "Oh, no; it isn't. We surgeons you should praise," he declared. "We're not the miracle-workers. We couldn't do otherwise with the men who come under our hands. It is those fellows who have made the men what they are who should get the decorations: I don't think they get many—still, they deserve them."

"Who are these miracle-workers?" we

asked. "What form of higher science do they follow?"

The M.O. said something rather unexpected.

"The miracle-workers—oh, the miracle-workers are the Sanitary Men."

I suppose we *did* look slightly anti-climaxed, because he laughed, and poured light into our blankness.

"Well, it's a fact," he insisted. "It's the Sanitary Men who have made all that we do easy,

child's-play—automatic even. We can operate, any good surgeon can operate; but it is the Sanitary Man who has made our operations successful. He has given us men so sound that our work is bound to be successful. He has given us cases that are bound to respond."

"You mean the men are fit?"

"I mean they are more than fit, they are

more than supremely healthy and virile—they're absolutely germ-proof. They can't get ill; there is no chance of any disease arising from the work of our hands and undoing the good we have done. The Sanitary Man, looking at this thing in a callous, professional way, has put before us the most perfect and responsive specimens that a surgeon could desire. That's good for the men, and good for us. We can operate without

[Continued overleaf.]



WITH THE BRITISH TROOPS IN ITALY: CYCLIST-ORDERLIES ON THE WAY TO A CAMP AFTER DETRAINING AT A RAILWAY STATION.

Official Photograph.



WITH THE BRITISH TROOPS IN ITALY: CAVALRY, DESPATCH-RIDERS, AND TRANSPORT ON SNOW-COVERED GROUND OUTSIDE A RAILWAY STATION.—[Official Photograph.]



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TRANSPORT ON SNOW-COVERED
otograph.]

Dogs of War and friends of Man.



FRENCH WAR-DOGS ON THE MARNE FRONT: CHIENS SANITAIRES AND THEIR MASTERS AT WORK.

The dog remains "the friend of man" in war as in peace. His fidelity and intelligence are put to various uses by most modern armies, sometimes for scouting and patrol work, but more often in connection with the humaner side of warfare, the medical services, and especially in searching for the wounded after action. As this duty must often be performed in the dark, when lights are taboo, the dog's sense of

smell proves invaluable. The French chiens sanitaires, or ambulance dogs, are noted for their highly trained sagacity, which recalls that of the famous St. Bernard breed and their beneficent work in the Alpine snows. The upper photograph shows a dog that has scented a casualty. In the lower one, others are seen in their trenches.—[French Official Photographs.]

uneasiness; we can take risks in the sure knowledge that we have a ninety-nine chance of being successful. The Sanitary Man is the fellow who has made all this possible."

We said we could understand that the training of the soldier, and the hard, temperate life he led, must make him extraordinarily healthy; but even the wisest of us failed to see where the Sanitary Man came in.

"The training does much for men," said the M.O.; "but it is the Sanitary Man, through those two supremely important things, water and cleanliness, who keeps the men thoroughly healthy and—well, aseptic."

"The water system at the front is perfect—quite perfect. The water the soldier drinks is

"In the matter of cleanliness, the Sanitary Man acts on the principle that the best way to prevent germs attacking the men is to prevent any germs living or collecting at all. Germs find their most attractive homes in dirt. The Sanitary Man eliminates all dirt—all of it."

"How he can cope with the dirt and rubbish and litter of concentrated millions of men is rather a marvel, but he does the trick. There is no rubbish in France; the whole army area is swept clean of litter. You won't even see stray tins now. Even the tins, when they can be got at, are swept up and destroyed."

"They are burnt. Every scrap of refuse is burnt; every bit, from stray scraps of paper to



WITH THE BRITISH TROOPS IN ITALY: ONE OF OUR PIAVE FRONT POSITIONS LOOKING ACROSS THE RIVER TO THE ENEMY'S LINES ON A HILL-SLOPE.—[Official Photograph.]

absolutely free from impurities—freer from germs, perhaps, than the water we drink ourselves. And, what is more, the soldier can't drink anything but pure water—he hasn't the slightest chance of doing so. The water he gets from a stand-pipe, the water he gets from a pipe-line or a water-cart, or is carried up to the trenches, every drop of it, has been treated—that is, filtered or chlorinated—before he can put his lips to it. Even the water in his bottle has been purified. And running water too—the Sanitary Man can tackle that and make it safe to drink.

"Wells that might have been made unsafe to drink are tackled and tested too. There are laboratories—some of them auto-laboratories—that follow the men in such campaigns as East Africa, Palestine, and Mesopotamia, attached to the armies, and in these specimens from every source of supply are analysed before they are tapped; and then treated and purified.

animal matter, from condemned food to camp rubbish—the whole of the stuff is collected and dumped straight into the incinerators. The germ doesn't even get time to be born. And then the Sanitary Man is a priceless disinfectant. He is always spilling, noisome but most useful stinks about on likely, germ-cultural places; he is a knight of chloride of lime. Some people seem to think he carries the habit to vicious ends, but he doesn't. He is one of the great workers and wonder-makers of this war. He has reduced disease to an absolute—to an incredible minimum. And not only has he made this war, above all wars, a diseaseless war, but he has made the warriors diseaseless men. That gives a man every chance if he is wounded. He is germ-proof—but I said that before. However, one can't say it too often, or praise the Sanitary Man too much. He is one of the most potent of our New Warriors."

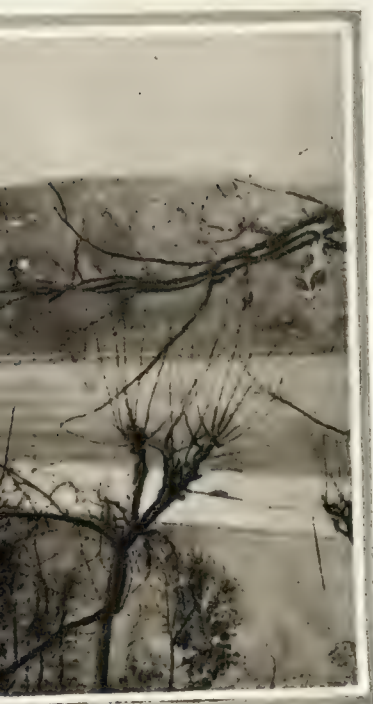
W. DOUGLAS NEWTON.



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[Official Photograph.]

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W. DOUGLAS NEWTON.

forerunners of the Grand fleet: War-Ships of All Ages. — XVII.



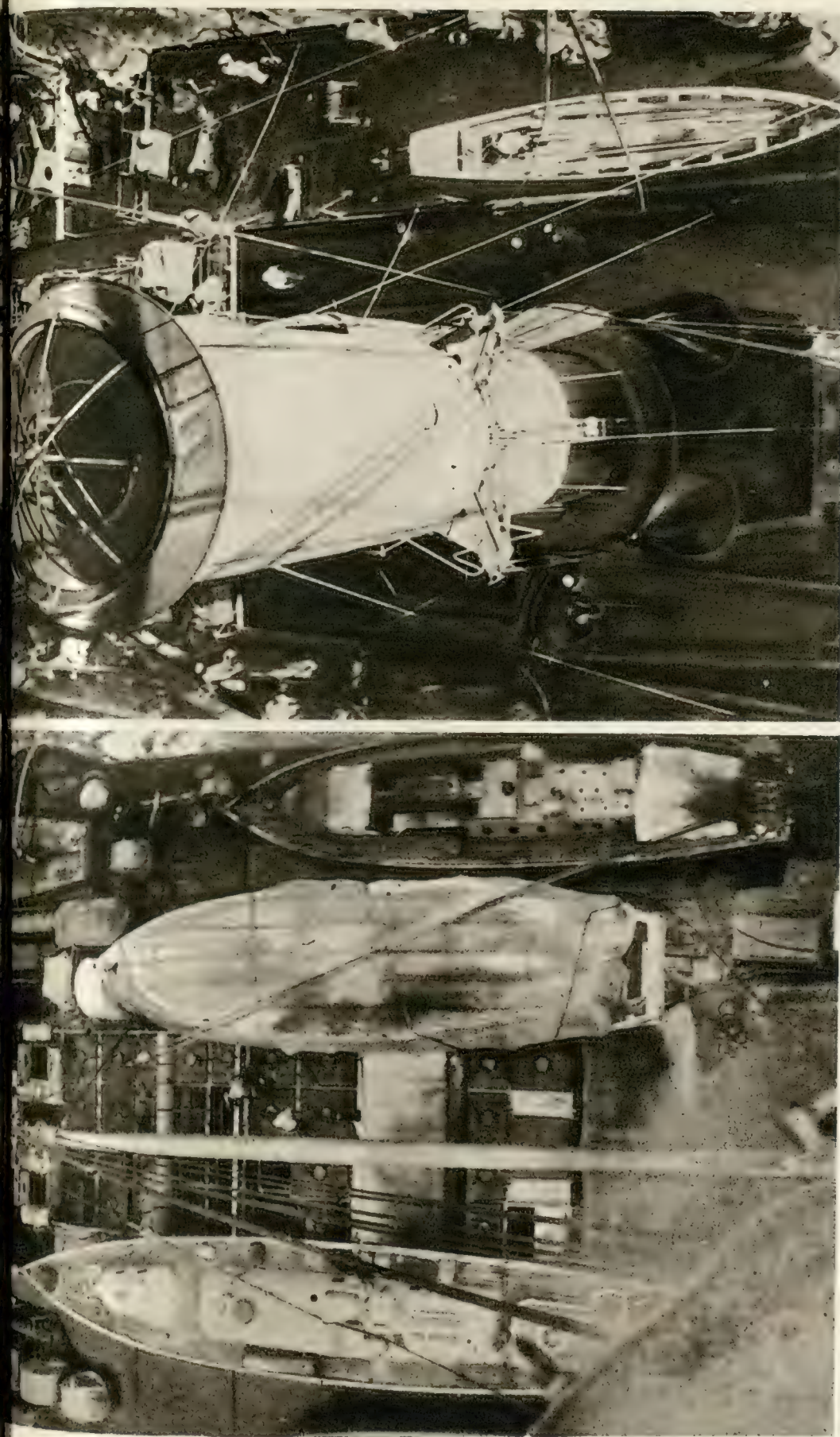
TWO EPOCH-MARKING VESSELS: OUR FIRST FAST "LIGHT CRUISER," AND OUR FIRST TORPEDO-BOAT.

Two war-vessels, the coming of each of which marked an epoch in modern naval construction, are shown in this illustration. Both made their appearance in 1877. The larger vessel is the swift, un-armoured corvette "Iris," which, with a sister ship, the "Mercury," was for a time a marvel for her then record speed of 17 knots. The pair were each of 3730 tons displacement, and 6000 horse-power,

built of steel, with "protected" decks. The smaller vessel is the "Lightning," our first seagoing torpedo-boat of 27 tons, built in 1877. She was 85 feet long, of 11 feet beam, and 5 feet draught, and had a speed of 19 knots. The "Lightning" carried 7 tons of coal, was manned by 15 men, and had one torpedo-tube and no guns of any kind. She is the prototype of all modern torpedo-boats and destroyers to date.

On Service with the Grand fleet.





TWO MAST-HEAD VIEWS OVER A BIG CRUISER'S UPPER DECK: LOOKING FORWARD; LOOKING AFT.

Two views, looking down from the mast-head, over the upper deck of a large four-funnelled armoured cruiser of the pre-Dreadnought type, such as the "Good Hope," Admiral Cradock's ill-fated Coronel flag-ship, or the "Drake," since then a U-boat victim, are shown in these illustrations. Sister ships of the class are doing good service at the present moment. The first view shows the ship looking forward, towards the bows, from near

the after-mast. The boats are seen ranged along the upper deck amidships with two "sea-boats," or emergency boats, swung out at either side, ready for launching should a man fall overboard, and anything happen requiring instant haste. The second view shows the ship looking aft. The long hull with comparatively narrow beam of a fast cruiser is well suggested.—[Photos. by C.N.]

The Sinking of the Hospital-Ship "Rewa."



SUNK AT MIDNIGHT IN HARD FROST: LASCARS AT A SAILORS' HOME; RESCUED IN THEIR SHIRTS.

The Admiralty announced the outrage as follows: "His Majesty's hospital-ship 'Rewa' was torpedoed and sunk in the Bristol Channel about midnight on January 4 on her way home from Gibraltar. All the wounded were safely transferred to patrol vessels, and there were only three casualties among her crew, three Lascars being missing. She was displaying all the lights and markings required by the Hague

Convention, and she was not—and had not been—within the so-called barred zone as delimited in the statement issued by the German Government on January 29, 1917." Says a newspaper account: "Immediately on the explosion the first care was given to the cot cases. The nurses, taking off their heavier clothing, wrapped it round the wounded men."—[Photo. by Newspaper Illustrations.]

AMONG NA

In the upper illustration natives embarking to Baghdad, calling the traveller, "and lo much exertion than by side and paddling

"Rewa."



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At Baghdad during the British Occupation.



AMONG NATIVES: KUFA PASSENGERS EMBARK TO CROSS THE TIGRIS; ARAB FRUIT-SELLERS.

In the upper illustration is shown a riverside scene on the Tigris: natives embarking in the quaint wicker-and-pitch-coated craft peculiar to Baghdad, called Kufas. "They are perfectly round," says a traveller, "and look like huge black bowls floating. It is only with much exertion that the two men usually in charge, and standing side by side and paddling, keep them from turning round and round. When

stemming upstream against the current, their progress is, of course, dead slow. They can, however, stow quite an omnibus-load of people, or a large heap of merchandise, and the deeper they are in the water, the easier they are to manage." In the lower illustration, women of the "Marsh" Arabs, who dwell in villages of reed huts along the Tigris by Baghdad, are seen selling fruit at a camp.—[Photos. by C.N.]

WOMEN AND THE WAR.

PEOPLE who talk glibly about war work not seldom fail to realise that it is one thing to decide to help your country—or somebody else's—but quite another to do it, at any rate until the authorities concerned have satisfied themselves that the room of the enthusiast is not preferable to her company. There is, for instance, the question of nursing with a unit belonging to another country than England. War-nursing, in such circumstances, is by no means an altogether simple matter. It is not the work itself that is the difficulty, but the getting to the required spot in order to undertake it.

(under the auspices of the British Red Cross and the St. John Ambulance) was formed to deal with those wishing to serve in any capacity with units working for French or Belgian wounded. It began life as a small affair. It has gradually grown with the war until it is almost as complete and far-reaching as can well be imagined. It is satisfactory to know that much, if not all, of its success is due to the efforts of a woman, Mrs. Kiero Watson, who was, until recently, chief matron of the organisation to the service of which she has devoted an endless amount of time and trouble. It would be a nimble spy or undesirable



WITH THE FRENCH RED CROSS: GETTING READY FOR AN OPERATION IN A TRAVELLING "THEATRE."
French Official Photograph.

In the early days, to get accepted for service with the French or Belgian armies was a comparatively easy matter. We can all remember the glowing accounts given in the newspapers of the exploits and services rendered by individual women and private units that were "over there" almost before most people had realised that there was a war on. But it was soon found that this kind of charity could be made to cover a multitude of sins—chiefly in the espionage line. Not a few of the international adventuresses in the pay of Germany found themselves impelled to the profession of Florence Nightingale, and Lord Kitchener quickly discovered the necessity of an organisation to act as a sieve to separate the undesirables from honest helpers. For this purpose the Anglo-French Hospitals Committee

who could slip through the fingers of the Anglo-French Hospitals Committee now that every part of the complicated machine is in full working order. Critics who are opposed to regulations of any sort might pick holes in a system under which eighteen separate formalities have to be gone through before the candidate for service abroad, with a foreign unit is allowed to proceed to her destination, and seventeen when that same candidate desires to return on leave. But practice has demonstrated the wisdom of the inclusion of each separate item to be complied with, and the restrictions and formalities have been dictated by necessity and not an undue fondness for red tape.

It is not enough that the would-be worker can produce two guarantees for her loyalty. There

(Continued overleaf.)

DOING LOYALTY

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IN A TRAVELLING "THEATRE."

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A Valuable War-Time Worker: The Army Automobiliste.



DOING LOYAL SERVICE IN FRANCE: A WOMAN-DRIVER OF AN AUTOMOBILE, IN THE FRENCH ARMY.

In France, as in England, the war has called into active work a vast variety of women-helpers who have proved invaluable. Moreover, the war has, as it were, demolished, at one sweep, the exaggerated ideas which were once orthodox as to feminine disabilities for exacting effort. The countless ways in which the necessities of war-time have multiplied the number of callings "suitable for women" include

many which, before the war, were regarded as masculine monopolies. Now everything is changed, and, to take only one field of usefulness, the woman-driver of automobiles is a valuable asset in the French Army. Equipped with a suitable uniform, the Army *automobiliste* in France, as seen in our photograph, is a valuable aid and a loyal comrade to the men of the gallant French Army.—[French Official Photograph.]

must be an official application from the hospital or unit to which she desires to be attached. She goes with the sanction of the War Office, or else she goes not at all; and, besides being obliged to show references from any matrons under whom she may have worked, she must also, if a member of a Voluntary Aid Detachment, obtain the sanction of her commandant to undertake the

embrace espionage as her profession has been forced to try her hand in some other direction.

The authorities devote the same care to securing the comfort of the selected candidate on her outward journey as they do to ascertaining her fitness for the work she wishes to undertake. Both at the docks in Southampton and the landing place in France officials make the comfort of the travellers their especial care, so that they have to endure none of the "lost" feeling that comes to those arriving alone in a foreign country.

The Government is said by some to be a "bad employer." Have we not all read about alleged inadequate rates of pay doled out to women who work in Government offices, and the slowness that attaches to a "rise"? It is, therefore, all the more interesting to hear that the Ministry of Food is embarking on an interesting experiment designed to benefit the girl sorters and clerks who work in the Sugar Card Registration Clearing-House. The scheme does not entail an increase in wages, but it does provide the girls with an equipment for finding work when the department has no longer any need of their services. Briefly, the idea is that some hours of the working week shall be given over to the

study of educational subjects, including arithmetic and accounts, business training and book-keeping, Civil Service subjects, domestic subjects (cooking,



THE FUNERAL OF A MEMBER OF THE W.A.A.C. THE BODYGUARD AS ESCORT.

One of the members of that valuable contingent, the Women's Army Auxiliary Corps, Miss Dorothy Reed, was recently accidentally killed while going on duty. The funeral took place at Manor Park, and the coffin was covered by a Union Jack.

Photograph by Sport and General.

new work. An Ordre de Mission must be obtained from the French Ministry of War; and, of course, the usual passport formalities have to be complied with; while no candidate is accepted whose age is under twenty-three years.

But what enthusiast was ever deterred by difficulties, whether officially manufactured or otherwise? The fact that, since the beginning of the war, Mrs. Kiero Watson has interviewed some 30,000 women desirous of working in France or Belgium shows that Eve is nothing if not persevering. Of the 30,000 applicants, nearly 5000 have succeeded in obtaining the Anglo-French Certificate that admits of their serving abroad, and have been detailed to work for the 500 odd units in France and Belgium to which British women have been attached.

It would be a mistake to suppose that the work in connection with the Committee is a mere matter of dull routine. Women spies, to whom reference has already been made, have attempted on not a few occasions to obtain the coveted Anglo-French Certificate. But, though the records of the Committee would in many cases make interesting reading, the woman who chooses to



THE FUNERAL OF A MEMBER OF THE W.A.A.C.: MEMBERS FORMING UP AT THE GRAVESIDE OF MISS DOROTHY REED.

The funeral of Miss Reed, an incident of which we illustrate, took place at Manor Park.—[Photograph by Sport and General.]

nursing, dressmaking, and millinery), and other studies, in order that (a) her general education may be improved, and (b) that she may start qualifying herself for any trade or profession for which she has a special fancy.

CLAUDINE CLEVE.



The upper illustration shows the slippery hummocks giving way under the partial clearing off the clear where the surface

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CLAUDINE CLEVE.

At, and in Rear of the Western front.



NORTH AND SOUTH: HORSE DIFFICULTIES ON A BATTLEFIELD; AN INDIAN LABOUR CORPS.

The upper illustration shows a horse in difficulties, suddenly trapped by the slippery hummocks of half-thawed ground at the edge of a shell-hole giving way under its feet. The "utterly impossible" nature of the going on the partially frozen, broken-up ground across recent battlefields when off the cleared track of the battlefield roads, is thus shown. Every-where the surface is lumpy and ridged and tumbled over, with some-

times also, completely hidden shell-holes underneath. In the lower illustration, men of one of our Indian labour corps engaged on war-work are seen halting on the march through a town in Southern France. They are employed in all manner of tasks, as are other natives from British Oversea possessions and representatives of all the French Colonies.—[Photo. No. 1—New Zealand Official; No. 2—French Official.]

THE GREAT WAR.

ANOTHER OUTRAGE ON THE HIGH SEAS—ADMIRALTY CHANGES—RUSSIA—THE HEDJAZ AND ADEN—ENEMY TRADE SECRETS CAPTURED—THE FOOD QUESTION.

ONCE more the enemy has shown his indifference to pledges by the sinking of a hospital-ship outside prohibited waters. The *Rewa*, from Gibraltar with wounded, was torpedoed, state the Admiralty, on Jan. 4 in the Bristol Channel. By the fine seamanship of the captain and the courage of all concerned, only three lives were lost out of the ship's company of 550. The crime is the more abominable that all the enemy's stipulations had been punctiliously observed: a Spanish officer had examined and vouched for the vessel, she showed all marks and lights, and she was far west of the barred zone within which the gentle Hun claims the right to sink everything at sight. The outrage is a salutary reminder, at a moment when peace conditions are much discussed, of what devilry has to be fought down before agreements can be profitably mentioned. In the Mediterranean a British destroyer was sunk,

with the loss of ten men. All the officers were saved. The week showed no improvement in the returns of vessels sunk by submarines. Again the totals of larger and smaller craft stood at eighteen and three respectively; while fishing-boats lost numbered four, against nil the previous week. Further changes were notified on Jan. 11 at the Admiralty, and a Naval General Staff was announced as having been practically formed. It was to include departments for operations in Home Waters, Operations Overseas, and Operations for Trade Protection. Mr. A. F. Pease was appointed Second Civil Lord. The Air Board has spared the British Museum.

The Russian and German peace delegates, after much coming and going, with the attendant crop of idle rumours, again met at Brest-Litovsk. A plenary sitting took place, disclosing antagonistic views. Trotsky adjourned the meeting. Little that can be credited

[Continued on page 40.]



AT JUNCTION STATION: A BATCH OF TURKISH PRISONERS BEING DESPATCHED IN CAPTURED ROLLING STOCK.

The scene is Junction Station, where the Turkish railways to Beersheba and Gaza branch off from the Damascus-Jerusalem main line.—[Official Photograph.]



THE PALESTINE FIGHTING: MORE TURKISH PRISONERS STARTING IN CAPTURED ROLLING-STOCK.—[Official Photograph.]

THE 5000-TON

According to statements of the Senate Committee on Shipping, the building of a total of 50,000 tons of shipping contracted for by the War Department since last July, when the patterns and tonnage are a

Jan. 16, 1918

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RUSSIA—THE HEDJAZ FOOD QUESTION.

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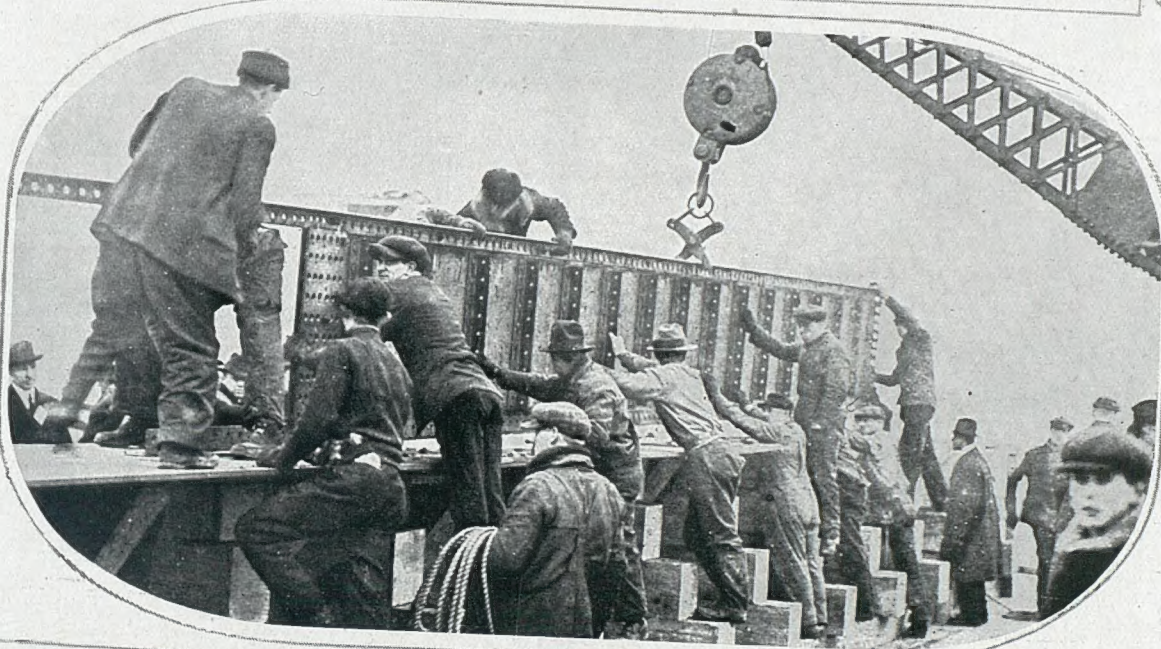
G-STOCK.—[Official Photograph.]

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THE ILLUSTRATED WAR NEWS.

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U.S. Shipbuilding for Allied Services.

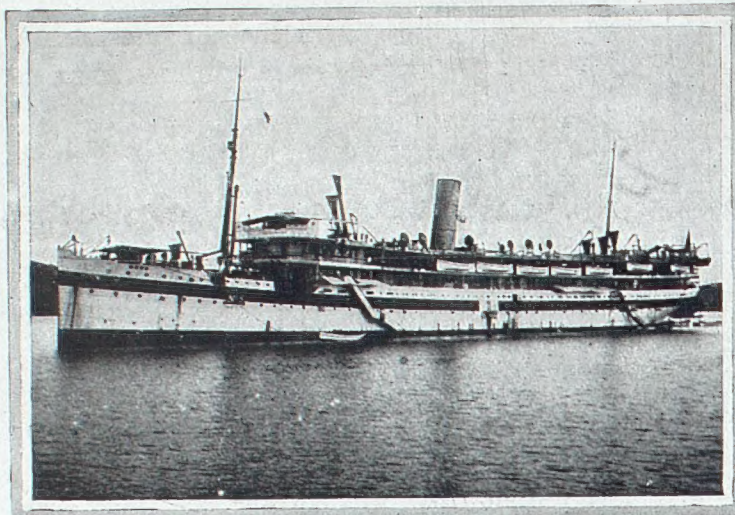


THE 5000-TON STEEL FREIGHTERS: KEEL-LAYING OF THE FIRST; DRIVING THE FIRST RIVET.

According to statements made by authority before the American Senate Committee on Shipping, on the part of the U.S. Shipping Board, the building of a total of 5,517,100 tons of mercantile ships has been contracted for by the Washington Government, and has been in progress since last July, when the first contract was let. Vessels of various patterns and tonnage are arranged for, and the output will comprise

composite ships, wooden ships, and steel ships, numbering, in regard to those arranged for to the end of 1917, upwards of a thousand craft. The first ship built was finished in two months and three days from the signing of the contract. The American Shipping Board controls 132 ship-yards and employs some two hundred thousand hands; men on accessories, as well as ship-builders.—[Photo. by Newspaper Illustrations.]

emerges from the general confusion, but there seemed to be a growing opposition to the Bolshevik policy. The Socialist groups and the Soviet, while favouring peace as the only means of saving Russia from ruin, condemned the Maximalist Government for beginning negotiations



"TORPEDOED AND SUNK" IN THE BRISTOL CHANNEL OUTSIDE THE GERMAN "BARRED ZONE": THE HOSPITAL-SHIP "REWA."

The "Rewa," in the words of the Admiralty announcement, was "torpedoed and sunk" in the Bristol Channel without warning, at midnight on January 4. All on board, except three Lascars, were saved in the ship's boats. At the time, the "Rewa" was showing the full hospital-ship lights and her Red Cross badges were brightly illuminated.—[Photo. by S. and G.]

for a separate peace without waiting for the Constituent Assembly. As regards the efficacy of that body, should it even actually begin serious deliberations, the feeling was pessimistic. Once again rumour put Korniloff in the field; and the Russian evacuation of Persia was said to be under consideration, to take effect when Turkey recognised the armistice.

Heavy artillery fire was the only news from the Bulgarian front, where the enemy's "great attack" might not inconceivably develop.

Once more the Hedjaz has been the scene of fighting. The King, the Grand Sherif of Mecca, led his emancipated Arab forces against the Turks and raided the railway at Maan, a point about 110 miles south of Jerusalem. Still further south, the Arabs captured an entire Turkish garrison. A few days later, the Arabs followed up these operations with successful attacks on railway bridges. These movements have an important bearing on the campaign in Palestine, where General Allenby has again made progress. The weather in the Holy Land is wintry, and snow has fallen at Bethlehem.

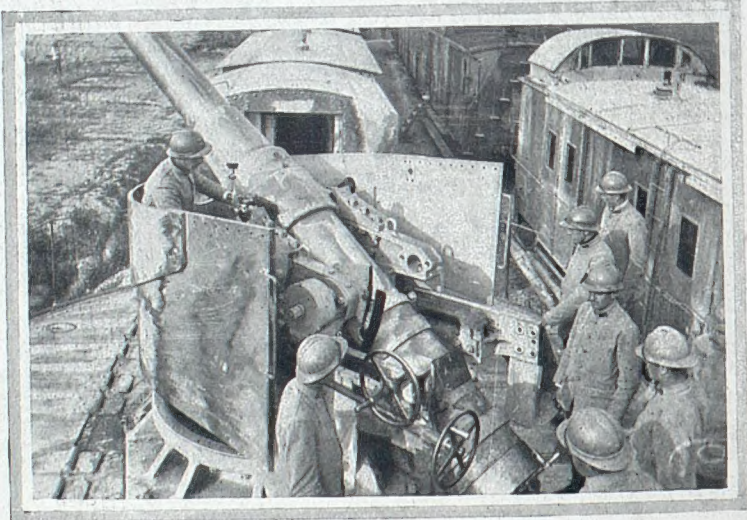
The war in the East has shown developments also at Aden, where a reconnaissance in force was

undertaken by British troops towards Hatum and Jabir. The defences of Hatum were destroyed. Much valuable work was done by our airmen, who did great execution with machine-gun fire on the enemy's infantry, and also helped our artillery. The fact that Aden has been besieged by the Turks

for two-and-a-half years has almost fallen out of the public view, amid the innumerable interests of the world-war. The threat to our possession in the Red Sea is not serious, and will in due time be removed. The enemy is entirely isolated from all bases of supply, and his complete reduction at the smallest cost is only a matter of time. Meanwhile, our watch-dogs in that region never close an eye.

A curious and interesting sidelight on the war was afforded by the disclosures regarding the capture of a jealously guarded trade secret—that of the Badische dyes. A syndicate was formed to obtain the recipes, and, after two years' work, is said to have succeeded. This success is largely due to the skill and daring of a secret agent, whose alleged adventures make an entertaining story.

The question of food supplies has run the war a good second in public interest during recent days. Some improvement was noted in the meat supply, and further improvement shortly is expected. There was crowding at retail shops in Smithfield, and the



ON THE FRENCH FRONT: A BIG GUN ON AN ARMoured TRAIN.
French Official.

unusual appearance of the butchers' windows both in London and in country towns brought the realities of the temporary situation home with unusual force.

LONDON: JAN. 12, 1918.

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